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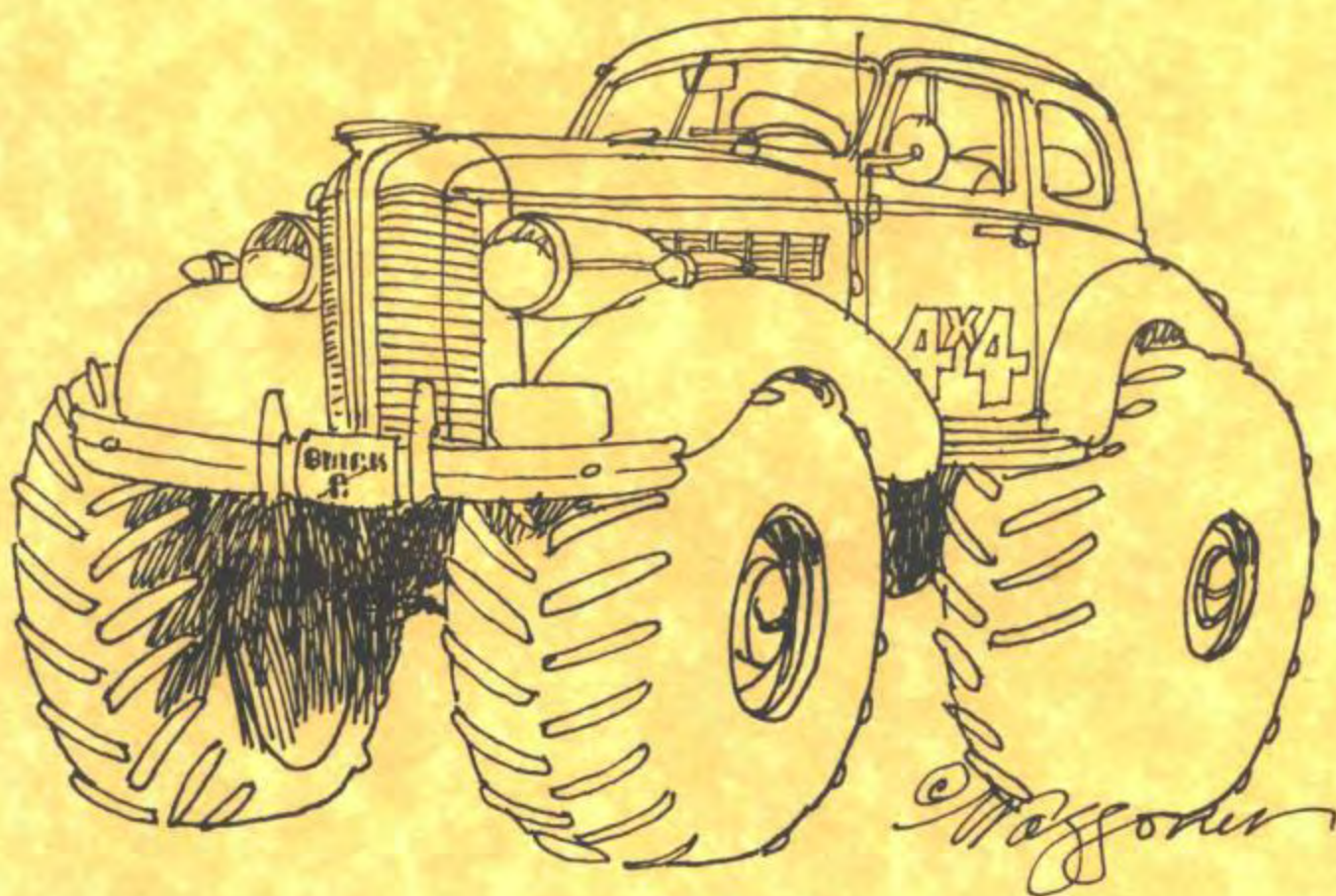
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THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume IV • Number 3

● **FOUNDED BY DAVE LEWIS** ●



THE **TORQUE·TUBE**

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VOL. IV ● December 1985 ● NO. 3

Believe it or not, I cannot think of a great deal to say in the way of introductory matter, except that, due to the talent and effort of a FEW dedicated members, we have some GREAT STUFF in this issue. However, that does not mean that the rest of you are off the hook. For that rest, the HARANGUE & DIATRIBE are still in effect, and are incorporated herein by reference as though fully set forth. (How's that for a little legalese?) Beyond that, and my annual reminder not to give your wife a floor jack for Christmas...

Happy Holidays, Friends.



COVER: Just Kidding, Folks. See Page 18.

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From Australia



Ron Woods (#528) of Port Macquarie, New South Wales sent me this shot of his 1937 Holden Century, decked out with ribbons in a parade of white cars. What's the car behind?

1937 CUSTOM TOWN CAR

Dr. Neal Gapoff

Here we have some photos of a very remarkable automobile, Dr. Neal Gapoff's custom-bodied 1937 town car. Neal (#526), a chiropractor in Marin County, California, says he heard about the car when he ran into a friend at an auction. At that time -- January 1985 -- the car was in Europe, where it had presumably spent all of its life before Neal negotiated its purchase and shipment to California. Neal knows nothing of its history, but it is assumed that it was one of very few chassis-and-cowl units exported in 1937. The body is by Franay, a firm about which I am totally ignorant, and appears to be built on an 80-series chassis.

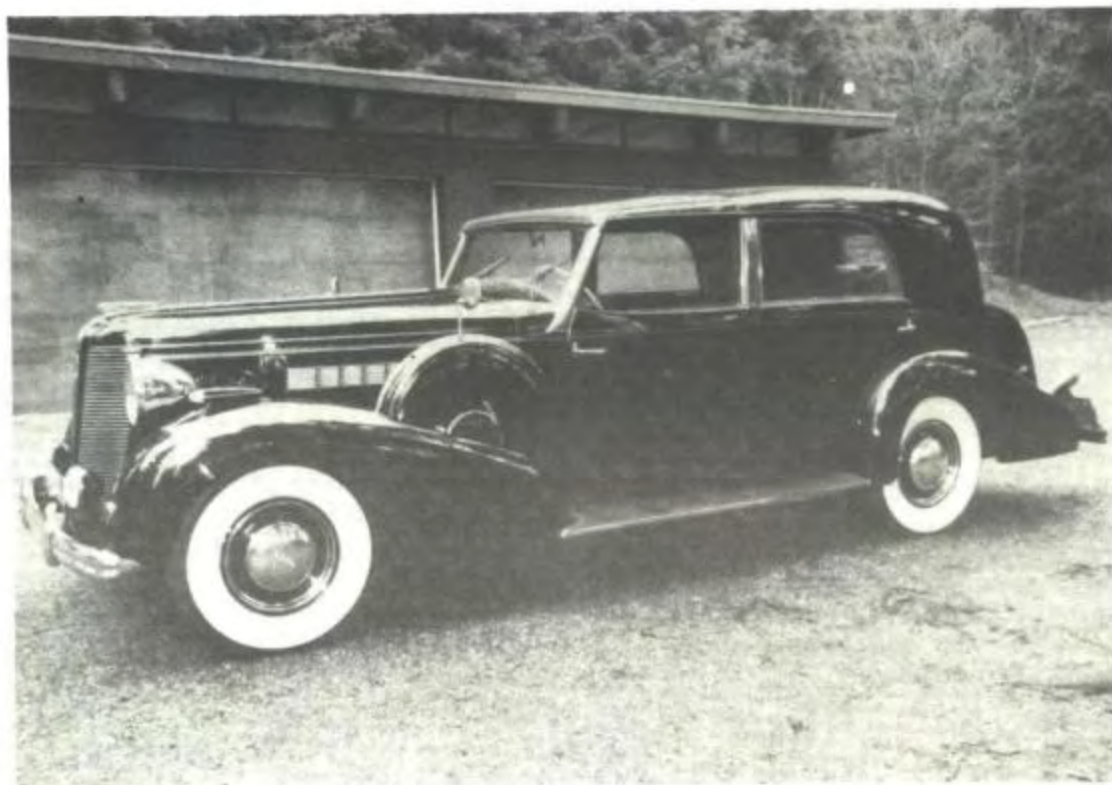
Several things are worthy of note. First, the headlights have been exchanged for the typical English-style lamps of the 1930's and 40's. (See, for example, the cars made for the Duke of Windsor and other worthies pictured in *The Buick - a Complete History*; for some reason the Limeys could not tolerate U.S. lights.) However, the car has left-hand drive, which may indicate it was not made as an export model, or that it was originally intended for use in Continental Europe, not the British Isles. You can also see that the taillights (which I think are the least successful part of the design) are angled upward, and that the doors are hung on the center pillar. The roof over the chauffeur's compartment may be removed. The interior, which looks -- but may not be -- original, is a light tannish color with black or dark blue piping. Wood trim appears to be Brazilian rosewood. The sharp-eyed among you will also have observed that the steering wheel is 1938.

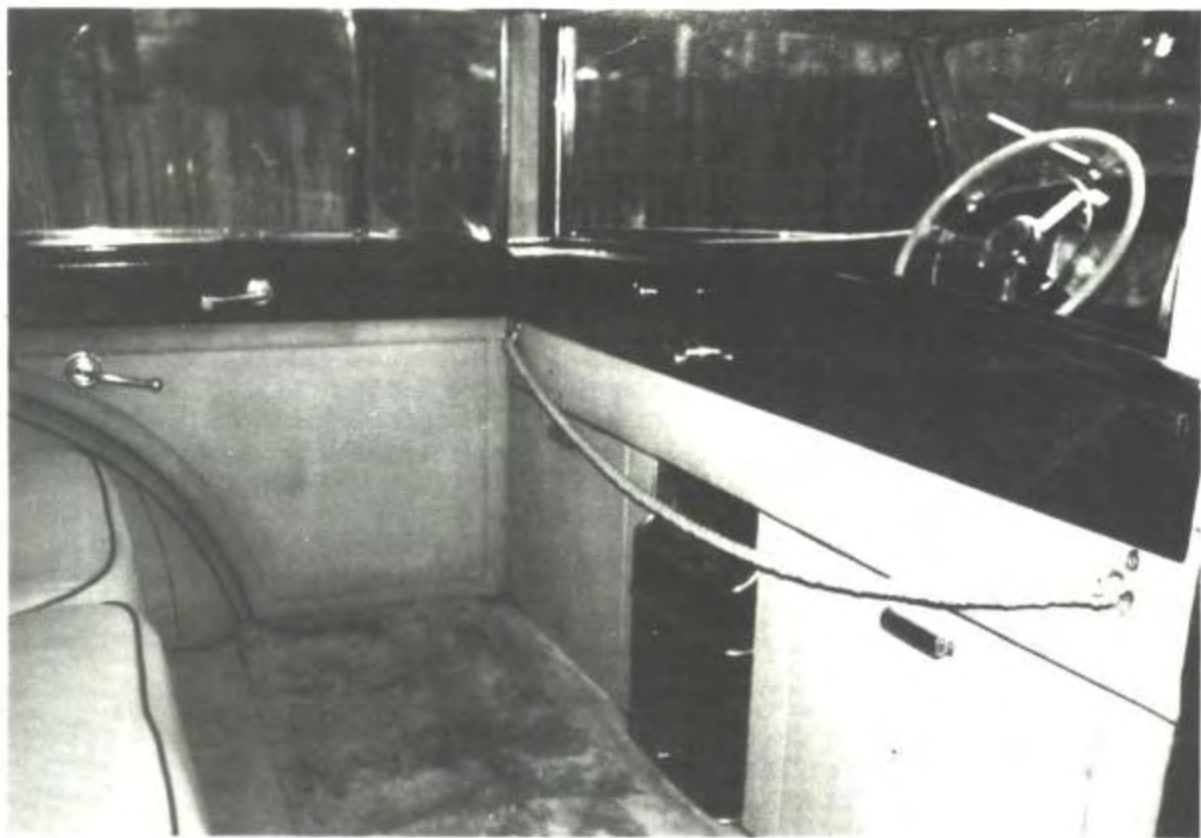
All in all, this is perhaps the best-looking formal custom body I have seen on a pre-War Buick. The Brewster cars, by contrast, have, to my eye, a funky, awkward look that is half late-thirties and half late-twenties. With possible exception of the taillights and a few other little details, the Franay car is a dignified, well-integrated design, quite suitable for stately progress from shop to shop or from city club to opera.

I expect that in Europe, rolling around in a custom Buick in those days would have had a certain cachet, rather like having a Volvo 760 or a Jaguar in the U.S. today. After all, no less a personage than the Prince of Wales had shown the way in 1936 when he ordered two special McLaughlin Limiteds. And Neal says the car, now returned to the U.S., is a real show stopper here. He would like to know more about the car's history and the Franay firm. If any member can help out with some information or leads, please let me know.



(CONTINUED)







Matching 1937 Colors

In the following several pages, we present what I think is one of the most significant achievements of this Club to date: a complete guide to duplicating all of the paint colors used on 1937 Buick automobiles. The formulas have been developed over a period of time by Lauren Matley (#049), who has a paint business in Seattle with some very sophisticated, state-of-the-art equipment. All these formulas employ DuPont products, and through their use any restorer can go to any of the ~~6000~~ DuPont auto paint jobbers nationwide and get a custom-mixed paint to match any of the 12 body colors offered by Buick in 1937, plus the "engine green." With a few exceptions, formulas for both lacquer and enamel have been developed.

This has been a major undertaking by Lauren, and I cannot overstate either the difficulty of the work or its value to all of us. We are indebted to him, and I have already expressed to Lauren our gratitude. (Incidentally, Lauren has a magnificent 1937 Special convertible sedan, which was restored with painstaking thoroughness, and which was pictured several issues back.)

This presentation begins with an article describing generally the evolution of auto paints, the problems encountered in trying to duplicate 50-year old paint formulas today, and the process Lauren has used to do that. This article, although it carries Lauren's "by-line," is actually the result of my combining and editing the substance of several letters he sent to me over the past several months. Accordingly, Lauren deserves credit for all the good stuff in it, but if there are any mistakes or ambiguities, those are entirely my fault, and will be corrected if need be.

At the outset, an important word of caution: the formulas will produce colors that, in Lauren's judgment, are as close to the original colors as it is reasonably possible to come; however, they may not be -- indeed, probably are not -- precise duplications of the factory-fresh cars. The matches have been made using some of the very best technology available, from a set of original samples that are probably the most accurate obtainable today. Of necessity, however, the process has in it a considerable amount of Lauren's personal judgments and perceptions, and even those excellent samples, however well-preserved, may not themselves be precise. While I have the highest regard for Lauren's knowledge and experience in the field of automotive finishes, every person's perception of color may vary to a greater or lesser extent from every other person's. Moreover, all colored finishes change to some degree over time. Therefore, if you have a 1937 car still in its original paint, it is quite likely that use of the applicable formula will produce a color different in appearance from that now on the car. This is not because the formula is poor, but rather because the car's paint will have changed color over time, even in areas protected from weather. Likewise, you may have seen a refinished car whose owner claimed to have matched the original color, and find that the appropriate formula does not appear to give a close match of that car. There are several reasons, of course, why this might be so. As noted above, we believe we have come as close as is humanly possible.

SETTING YOU STRAIGHT ON OLDER CAR COLORS AND FORMULATIONS

by Lauren Matley

All paint companies over the years have reformulated, added advanced technology in existing mixing-color bases, eliminated entire product lines and added new product lines within the mixing systems; this process has created many obsolete formulas. Formulas that were popular for fleets, or that covered a wide range of marques for several years, were the only ones salvaged through updating into the newer products. As technology has advanced again and again, very few formulas have been carried over to this day from the past.

DuPont "Duco" introcellulose lacquer was invented in 1923, reformulated four times through 1954, and replaced by "Lucite" acrylic lacquer, which itself has been reformulated six times through 1982. "Dulux" enamel was first marketed in 1929, and reformulated four times through 1965; "Centari" acrylic enamel was added in 1969 and reformulated three times through 1981; "Imron" polyurethane enamel was added in 1970. Twelve to 22 new colors are added annually per automobile marque. As you can imagine, DuPont would not want to go back through the 18,000 formulas that currently exist and reformulate color mixes for cars that exist today only in very small numbers. There would be no return on the lab cost.

By now I think you can start to understand why formulas for automotive colors are not permanent. A formula for a color -- say, Sandringham Maroon for a 1937 Buick -- may be resurrected, but all the mixing colors on that formula card would be obsolete and unavailable, rendering that color formula effectively useless.

Metallic colors illustrate this especially well. Early in their development, the flake grind was extra fine, fine and medium. Technological advances in resins permitted flashier colors with greater durability, and the grinds used today are medium coarse, extra coarse, brilliant and extra brilliant, made from aluminum and mylar base products. In the thirties metallic colors were a new development in glamourizing the automobile, durability of clear dispersion resins was very very poor, ground aluminum pigments were dispersed in very opaque colors which tends to mute the metallic effect, plus the grind or size of these metallic pigments was extremely fine by today's standards. In order to duplicate these metallic colors, modern aluminum grinds must be blended with transparent whites to simulate not only the muted metallic effect, but to simulate the fine aluminum flake grinds of the 1930's. Today's paint technology allows metallics to be dispersed in clears at a 20 to 1 ratio since today's clear resin products are more durable than the highly-pigmented colors of just a few years ago, and thus tend to be very brilliant.

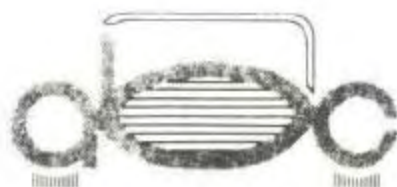
How can antique car colors be duplicated today? We can, and do, improvise formulas to meet the needs. [Editor's Note: by "we," Lauren means his firm, Auto Body Color Supply, Inc. -- address appears below.] Our approach is the use of a tool called a color map, developed by Sikkens of the Netherlands. The color map consists of thousands of colors arranged first in families, then by shade and hue and from pale to dark in tones. Each "chip" is an actual sprayed unit, and each has a 3/8-inch hole in the center to make direct comparisons to other color samples. The chips are arranged in numbered columns and rows by number and letter. An index lists the number/letter combination identifying a particular chip location, and then gives the corresponding formula, formulas, or make/model/code number to mix the color selected as the match. This is the most foolproof of systems when coupled with a color-corrected light box for making the comparison. Our particular expertise has been color development for large fleets, major manufacturers, airlines, body builders, and yes, even old car nuts. We use the color map/light box system

as a starting point, then develop special exact color matches (if required), or direct simulated matches from the color map. The latter has proven very successful for antique car restorers' needs, and we do a creditable job on those needs.

I have developed all the 1937 Buick colors using a great set of 3 x 6 mint factory standards as a reference. If I had a comparable set of 1938 Buick color standards I could easily develop all the 1938 colors as well. I have both acrylic enamel and lacquer formulas for most of the 1937 colors.

My solutions, although not complete, start with using the original DuPont prefix codes, 246 for non-metallic lacquer, 202 for metallic lacquer, 93 for non-metallic enamel, and 181 for metallic enamel, the enamel codes modified with a "U" for urethane. The line codes are in parentheses to indicate we are using the original numerical system for the original DuPont color with a modern product suffix letter to denote acrylic lacquer from acrylic enamel and polyurethane. For example code 501, Chancellor Blue, shows an original DuPont numerical code for "DUCO" nitrocellulose lacquer of 246 - 1267 and our update formulas use the number (246)-1267-LH for acrylic lacquer. This will assist in cross-referenced numbers in double checking the correct color from other formula listings, etc. However, these new code numbers are my own more-or-less arbitrary creations, and are for reference purposes only. Paint cannot be mixed from them alone, as they will mean nothing to a paint supplier. You must give the supplier the formula for the color you want. You will note not all types of finishes have been developed; formulation takes time and the offerings here cover all but one color in acrylic lacquer and most colors in acrylic enamel. This should solve any color problem for most 1937 restoration projects. Members can take the formulas to any one of the 6000 DuPont jobbers nationwide and get color mixed.

I hope this information helps clear the air on color formulas for antique cars. Only a handful of colors have continued in use from the 1930's -- mostly GM and Ford truck colors -- but we have no problem finding solutions to color problems: that's our main line of business.



AUTO BODY COLOR SUPPLY INC.

13437 1st Ave. So.

• Seattle, WA 98168

• (206) 246-6600



IMPORTANT NOTES ON THE FORMULAS

(1) Where an asterisk (*) is used with a lacquer formula, if you intend to apply a top coat of 380-S Clear, substitute 475-L Binder in place of 465-L Binder and 485-L Balancer.

(2) The formula given for Samarra Beige (No. 508) will produce a non-metallic finish. I have seen Samarra Beige described as a metallic color on old DuPont and other paint charts. It may be that the formula was changed during the model year. If you wish to paint your car a metallic Samarra Beige, please consult Lauren Matley or your paint supplier.

(3) There were two 1937 Hampton Greys, Code No. 510 and Code No. 512. It is assumed that this color was changed during the model year. We give the formula for No. 510, since Lauren does not have a sample of No. 512. If you have a 512 car and wish to repaint, either use the 510 formula, or invent something. If any member has information on the difference between 510 and 512, please write or call the Editor.

(4) Except where noted, enamel formulas are for DuPont CENTART acrylic enamel and lacquer formulas are for DuPont LUCITE acrylic lacquer. IMRON is a polyurethane enamel, highly recommended for engine and frames.

(5) For a black car (Code 500 - Imperial Black, 1937) use any of the following, available in factory package quarts and gallons:

DUCO Nitrocellulose Lacquer - 44
LUCITE Acrylic Lacquer - 99
CENTART Acrylic Enamel - 99A
IMRON Polyurethane Enamel - 99U

(DUCO, DULUX, LUCITE, CENTART, IMRON are DuPont registered trademarks.)

(6) The number shown opposite the various mixing colors are "Scale Settings" which the paint supplier will use in making up the paint. Unless otherwise noted, these are for one gallon.

Code 500 - Imperial Black - see Note(5)

Code 501 - Chancellor Blue

Enamel (93) 1267 AH		Lacquer (246) 1267 LH	
758-S Drier	177	440-L Violet	20
747-A Mon Red	206	415-L Violet	48
700-A White	247	401-L White	176
741-A Yellow Green	777	406-L Black	472
705-A Black	1483	417-L Blue	1168
721-A Blue	2425	465-L Binder	2288
756-A Binder	3556	485-L Balancer	3472

(CONTINUED)

Code 502 - Coronary Green

Enamel (93) 51252 AH		Lacquer (246) 51252 LH	
758-S Drier	178	418-L Blue	44
724-A Blue	477	401-L White	256
701-A White	987	406-L Black	636
741-A Yellow Green	2059	425-L Green	1900
705-A Black	3562	465-L Binder	3276
		485-L Balancer	3540

Code 503 - Sandringham Maroon

Enamel - "IMRON"		Lacquer *(246) 50721 LH	
535-U Black	410	405-L Black	876
553-U Violet	810	441-L Dark Violet	1674
557-U Red	900	406-L Black	2000
536-U Oxide	920	465-L Binder	3350
(NOTE: settings are for QUART)		485-L Balancer	3670

Code 504 - Sudan Blue (Metallic)

Enamel (181) 51576 AH		Lacquer *(202) 51567 LH	
758-S Drier	176	430-L MonRed	16
747-A MonRed	293	406-L Black	202
705-A Black	1030	411-L Med. Alum.	490
724-A Blue	1746	418-L Lt. Blue	786
722-A Phthalo Blue	2486	419-L Organic Blue	1406
710-A Med. Alum.	3595	465-L Binder	3184
		485-L Balancer	3484

Code 505 - Wellington Grey (Metallic)

Enamel (181) 51576 AH		Lacquer	
758-S Drier	178	No formula	
747-A MonRed	203		
701-A White	231		
710-A Alum. Med.	1207		
705-A Black	3556		

Code 506 - Windsor Grey (Metallic)

Enamel (181) 51771 AH		Lacquer *(202) 51771 LH	
758-S Drier	117	455-L Gold	20
723-A Violet	201	401-L White	56
721-A Blue	304	492-L Blue	136
710-A Alum. Med.	908	411-L Med. Alum.	604
705-A Black	2147	406-L Black	1256
756-A Binder	3546	465-L Binder	3200
		485-L Balancer	3500

Code 507 - Ottawa Blue (Metallic)

Enamel (181) 52234 AH

758-S Drier	117
742-A Blue Green	193
721-A Blue	815
710-A Alum. Med.	1565
705-A Black	2579
701-A White	2616
756-A Binder	3552

Lacquer * (202) 52234 LH

418-L Blue	528
406-L Black	908
440-L Violet	1156
411-L Med. Alum.	1280
401-L White	1302
465-L Binder	3209
485-L Balancer	3509

Code 508 - Samarra Beige

Enamel (193) 52304 AH

758-S Drier	181
717-A Red Oxide	205
730-A Green Gold	233
732-A Ferrite Yellow	309
705-A Black	678
700-A White	1359
756-A Binder	3630

Lacquer (246) 52304 LH

423-L Green Gold	64
406-L Black	178
453-L Ferrite Yellow	322
402-L White	670
465-L Binder	1479
485-L Balancer	3560

Code 509 - Bengal Brown (Metallic)

Enamel (181) 6525 AH

758-S Drier	178
749-A Maroon	197
752-A Trans. Oxide	325
718-A Mon Maroon	638
710-A Alum. Med.	1439
705-A Black	3570

Lacquer * (202) 6525 LH

434-L Maroon	12
430-L Mon Red	60
455-L Red Gold	196
411-L Alum. Med.	716
406-L Black	1332
465-L Binder	3200
485-L Balancer	3500

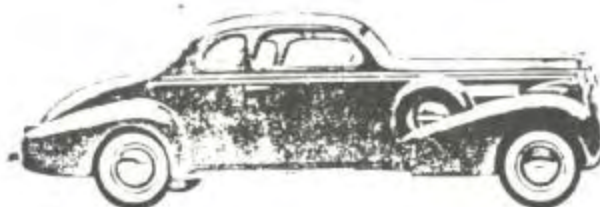
Code 510 - Hampton Grey (Metallic)

Enamel (181) 51055 AH

758-S Drier	177
749-A Maroon	200
747-A Mon Red	230
722-A Blue	303
710-A Alum. Med.	483
705-A Black	1856
701-A White	1908
756-A Binder	3536

Lacquer * (202) 51055 LH

406-L Black	1100
440-L Violet	1216
401-L White	1268
411-L Alum. Med.	1304
465-L Binder	3188
485-L Balancer	3488



(CONTINUED)

Code 511 - Balmoral Green (Metallic)

Enamel

No Formula

Lacquer * (202) 51872 LH

492-L Blue	28
401-L White	152
406-L Black	575
411-L Alum. Mat.	911
425-L Green	1287
465-L Binder	3120
485-L Balancer	3520

1937-1938 Engine Green

NOTE: Scale Settings for Quarts

"IRON" Enamel

559-U Blue	357 1/2
561-U Green	417 1/2
548-U Yellow	682 1/2
536-U Red Oxide	780
555-U White	812 1/2
535-U Black	832

"DULUX" Enamel

VD5450 Drier	45
1-D White	105
15-D Blue	255
46-D Yellow	355
3-D Iron Blue	955

* * * * *

Lauren also has prepared a little booklet on auto painting techniques and materials. It was done several years ago, and thus some of the products mentioned therein have been reformulated or superseded; however, for conciseness, readability, and solid, no-nonsense help, Lauren's booklet can't be beat. Many of us don't have the equipment or skill to paint a car, but I learned long ago that if you understand the materials and processes a professional may use, and can discuss them intelligently with him, you're more likely to get a good job. I had no idea before I read this booklet just how complex a subject auto painting is, and how many different products and procedures go into a first-class paint job. Members may obtain a copy of the booklet, entitled The DuPont System for Antique Automobile Refinishing, by writing to Lauren (see the Roster for address) with SASE (39¢).

While we are on the subject of paint, a few observations of my own may help you.

- People's perceptions of color can vary widely: one man's "light" is another's "medium" and one man's blue another's green.
- The color of any substance is due to the light which falls upon it. Thus, altering the character of that light will alter the color, an elementary principle of physics which finds many applications in photography. If you are looking at color samples to make a choice, do so in natural sunlight. Fluorescent lamps, especially the "cool white" and "warm white" commonly used, can make certain colors look very different. I learned this the hard way.

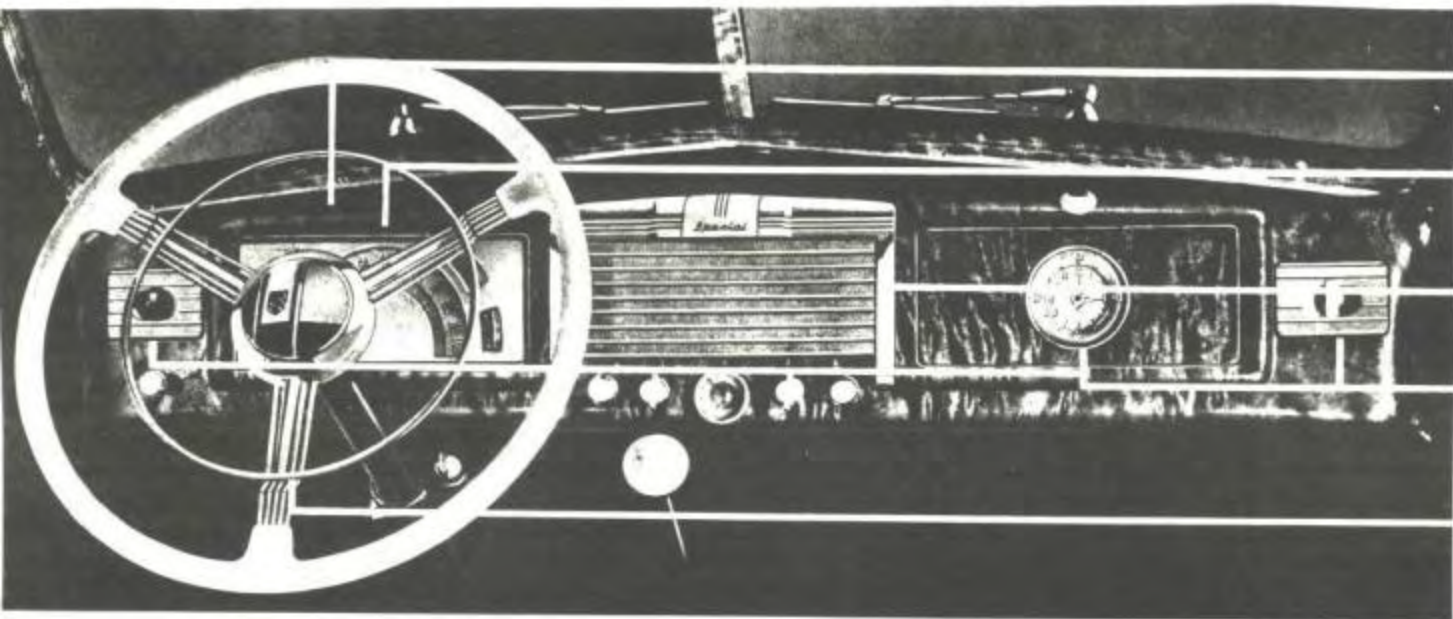
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- The impact of large areas of a color -- a whole car, say -- can be very different from the impact of a small sample of that color. It is therefore important to try to visualize how a color will look on the car in bright sunlight. If in doubt, invest in painting a 4 x 4 sheet of masonite with the color you are considering. You may be surprised, unpleasantly.
- Black is black and white is white, you say? Wrong! Blacks and whites can vary noticeably. (I learned that the hard way, too.) So even if you go for the basic black, make sure it's the same black over the whole car.
- Painting is as much art as it is science, and one man's technique may not suit another, although both get creditable results. Experimentation and practice to make the most of one's own personal talents are necessary. Some people cannot successfully use certain products that others have no trouble with. There is thus no one right way, to the exclusion of all other ways, although plainly there are lots of wrong ways.
- Patience, according to a Chinese proverb, is power. If you're painting, don't rush it.
- Some people use lacquer and enamel on the same car: typically, where this is done the lacquer is put on the outside surfaces and the enamel on door frames and pillars, firewall, etc. If you do this, be sure your enamel matches the final rubbed-out color of your lacquer. There may be a difference, even though the freshly-sprayed look of both is the same. If necessary, make some adjustment to the enamel mix.

My personal feeling -- and I must emphasize the "personal" -- is that it is not necessary to attempt to duplicate the color that was on your car when it was new, or even to duplicate precisely any 1937 or 1938 Buick color, although we are now well on our way to being able to do that. I do not mean to suggest that everyone run amok, or that because your kids' orthodontist (or your lawyer, for that matter) cuts a fancy figure in a metallic gold Seville, you should have a metallic gold '37 Roadmaster. I think most people would agree it's appropriate to stay within the range of what was done originally, just as most people would say you shouldn't paint an 1830 Greek Revival house pink, or even green. But there were in 1937 three blues, two greens, and at least three grays. By 1942 there were five greens and seven grays. So, if you like a particular shade of maroon, or gray, or dark blue, or beige, use it.

Lastly, this: another of my pleas for help. You will have noted from the foregoing that, in making his 1937 formulas, Lauren used a mint set of 1937 large-size color chips, which he was fortunate enough to acquire several years ago. If any member has such a set of 1938 color samples, or knows where one can be bought, borrowed or stolen, please contact the Editor. I have bet myself that one of you can come up with this. Lauren needs this to make the 1938 formulas, and you will win the undying gratitude of many people if you do it.





Our first member in South America:
from Cali, COLOMBIA,



Josè Pardo's 1937 model 68



TECHNICAL TIPS



1938 DASHBOARD. Through the courtesy and efforts of Ross McConnell (#485) of Oakville, Ontario, we can take a clearer look at the series 40 dash picture contained in the 1938 sales brochure. You will recall that I tried this in the September issue, but it didn't come out too well, due to the ink used in the original and the limitations of the equipment available to my printer. Ross has a printing business in Toronto, and has access not only to his own facilities, but also to some others in the city where very high quality (and expensive) state-of-the-art printing and photo reproduction work is done. He very kindly offered to do a top-quality "PMT" of the page, using his own copy of the brochure. Remember, this is not a photo of an original car, but an artist's rendition. I believe, however, that it is quite close to the pattern actually used on the 1938 Special.

see opposite page

MORE ON WOODGRAINS. Ross McConnell tells me that McLaughlin-Buicks (or at least some of them) had a different grain pattern than the U.S. product. Ross sent me some photos of the original dash in a Canadian 1938 Special showing a horizontal stripe walnut pattern with a hint of a "mottle" effect: somewhat similar to the 1937 U.S. 40 series dash, and not at all like the 1938 U.S. Specials. Ross also says that in McLaughlin-Buicks the grain pattern was applied with a "wheeling pattern machine" which used a series of rubber pattern wheels running in a paint reservoir. This too is much different from the technique described by Lou Wildt using metal plates (Vol. IV, No. 1, page 19). In restoring his car, Ross did a very creditable imitation of the Canadian original; here is his description of how he did it:

To obtain a grain pattern I used a base coat light tan paint as a ground coat and then applied the wood grain effect using household antiquing Stains - Old Masters Stain - Natural Walnut #K-104. This is a thick pigment that when applied to the finish darkens the base coat. The trick is to remove the excess within seconds with a paper towel made into a ball which when drawn across the stain will streak or grain the finish. The more you draw the towel across the stain the lighter the affect and the more pronounced the grain. Any weekend furniture restorer that has antiqued furniture can do it. I practiced on my window mouldings first as the instrument panel with all it's contours and cut outs is much more difficult and has to be done in sections. After drying, the finish is very dull - but after 7 days curing I top coated with a clear plastic spray which brought up the grain and also protects the finish - similar to varnishing wood.

Total expenditure was about twenty dollars and alot less than the "Professional" - if you can fine one.

Producing the Roadmaster's burled oak/mohogany pattern takes the experience of a wood finisher but they apparently can reproduce the effect if you talk to them nicely and promise them a ride in your jewel.

Thanks, Ross!



TECHNICAL TIPS



JOHN HOPLEY'S RUBBER PARTS. I received a letter from John saying that the response to his offer on rubber parts has been so overwhelming, he has run out of rubber. The original rubber stock John obtained at a very favorable price; as of early November, he had been quoted prices over twice the cost of the original stock. At this price level, John cannot compete with other suppliers. He is looking for other sources, but please, until further notice, no more orders. This is unfortunate, and we are sorry about it, but at least it shows me you guys are reading this stuff.

SIDEMOUNT COVERS: HELP NEEDED. As announced previously, John Hopley is also working on molds to produce sidemount covers in fiberglass for 40 and 60 series cars. My understanding is that each series had a different size cover, and presumably a different size well in the fender. John has a 60-series car with sidemounts, and thus can get the appropriate dimensions from it. However, he does not have the dimensions for 40-series cars. Since there were far fewer 6-wheel Specials sold, it is obvious that this project will be of greatest benefit to Special owners. It is also obvious that, if this project is to succeed, the parts must fit correctly. So, I need a volunteer to provide the exact dimensions of 40-series sidemount covers. As many measurements as reasonably possible, but at least outside diameter and width at the widest point. In addition, John will be trying to produce the wells in fiberglass. We also need 40-series dimensions for these: length; width plus depth at center. This is a terrific project. The price of original sidemount fenders and parts has gone through the roof, if you can find them at all. The hardware is available in reproduction, but the covers and wells are not. It is our hope that, when the project is finished, any 40 or 60 series owner will be able to add sidemounts to his car at reasonable cost. PLEASE HELP!

REGULATORS, GENERATORS & STARTERS. Highly recommended by Al Klavora (#498), whose very nice '37 model 47 will get into these pages sooner or later, is a firm in the Cleveland area called RBR ELECTRONICS. They specialize in repair or rebuilding of generators and starters -- 1920's through 1950's vintage -- to original factory specifications or better. In addition, they sell a solid-state voltage regulator claimed to work equally well with 3-brush generators (as found in '37 and '38 Buicks) or the newer 2-brush models. This regulator (called the VR-6) has no moving parts, and performance is said to be improved over the original in several respects. Al has two of them and is very pleased with it; he also is pleased with their generator and starter work. Price of the VR-6 is \$54.95. Call "Ron" at 216/585-7178 or send SASE for info.

RBR ELECTRONICS
P.O. Box 5480
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PARTS CAR WANTED- Arthur Sommers (#464) wants to find a 1938 parts car (preferably 40 series) in New Jersey or vicinity.

ARTHUR SOMMERS- RD 1, 514 S. Herbertsville Rd.
Brick Town, NJ 08723. 201/938-2495





More on Rear End Swaps

One of the great things about running this Club (if that is what I'm doing) is that I never know what I will find in the mail, or who will call with what interesting news. I had a call the other night from Paul Cusano (#052) who, besides being one of several physicians in the Club, has a fine '38 46C and a superb '38 40C. Paul has devoted much effort and thought to Buick restoration and history. From this call I learned much.

Firstly, I had heard differing reports about whether, in swapping rear end gears, one needs to change the carrier assembly along with the ring and pinion. In last month's article, I came down on the side of changing the carrier assembly, since this seemed to be the consensus of what I had read and heard. Well, it seems this is only half right. Paul tells me that is correct for 1937; however, for 1938 40-series cars, the 3.9 ring and pinion may be substituted without changing the carrier assembly, or "case." He ought to know, since he has done it on his 46C without problems. Since the Master Parts Book lists different part numbers for 1938 40 and 60 series carrier assemblies, as is the case for 1937, I assumed the '38 60-series gears would not work with the 40-series case.

Paul also had some other interesting and useful observations. He believes that some or all of the noise people may associate with the 4.4 rear end does not come from the drive train, even though it may sound that way. Bob Pipkin has advised us that many engine rebuilders fit pistons too tight in the Buick "straight eight" (see Vol. III, No. 5, page 11): a clearance of as much as .004 gives good results with "after market" pistons. Paul says a too-tight engine can make a lot of noise and will be very stiff until it is broken in, and break-in can take several thousand miles. He also told me that he knows of several instances in which Specials with the 4.4 ratio have easily and smoothly topped 80 mph and maintained that speed with no trouble. To do this, however, the engine must be well broken-in, have proper balance, and be in perfect tune. It is not realistic to expect an impaired engine to perform like that: 85 mph means 4400 rpm!

Paul also confirmed that 1938 "Self-Shifter" Buicks had two different rear end ratios: the 3.9 gears of the Centuries and "high-speed" Specials, and a special 3.6 gear set. The latter would be found mostly on early production. Apparently, even with the four speeds in the "Self-Shifter" there were complaints from owners living in hilly country that the lower ratio did not give adequate performance, and the 3.9 gear set was made standard sometime in the model year. Paul also told me about a manual-transmission Special he has seen that had the 3.6 rear end as original equipment. (Presumably a special order to the factory.) If the semiautomatic, with a slightly lower

(CONTINUED)

first gear than the manual (3.16 versus 2.94), could not perform well with a 3.6 rear end, it must have really been something to get that car started uphill. The owner, however, claimed it performed fine.

Lastly, Paul suggests -- and I certainly agree -- that Special owners contemplating a "swap" consider their local terrain (hilly or flat), the extent to which they plan to carry four or five passengers plus gear, and the weight of their model car. Obviously, the hillier and heavier, the more likely the "swap" may present driveability problems. There is a difference of some 320 pounds between a '38 Special business coupe (the lightest body) and a convertible sedan (the heaviest).

Many thanks to Paul Cusano for sharing his knowledge and experience with us.

Dug's Doodles

With this issue, we are inaugurating a new feature called "Dug's Doodles." As most of you know, Dug Waggoner (#010), from San Francisco, does advertising design and illustration, and is responsible for our TORQUE TUBE masthead, the Club decal, and other artwork that I use. When he sent in his renewal form, Dug was in a playful mood, and wrote that he could do "drawing stuff." To prove that, he included a little sketch of a "4 x 4." "More of this!" was my reply. The results were amazing: a whole portfolio of 1938 Buicks of marvelous design. According to Dug, when the moon is full these things just "fall out of the pen." He hastens to add that they are done "out of love, not malice," and we hope that none of you will try to put the designs into practice!



1938 Century Droptop - Body by LeCocca

QUESTIONS ANSWERED



... by *Dave Lewis*

MEMBERS PLEASE NOTE: Answers to this month's questions have been "ghost written" by the Editor, after telephone consultation with the Guru (that's Dave). Although this procedure has certain administrative advantages, and all the answers make sense to me, it is just possible that I left something out or otherwise goofed. If anyone takes issue with these (or any other) answers, please let me know. We're trying our darndest to give you practical, informative answers, but we ain't perfect. At least when I write the answers most of the words get spelled right.

Question: I have a question about the rear springs and shocks on my 1938 model 41. The rear seems to be hanging a little low, and when I go over a good-sized bump or railroad tracks the car bottoms out. If I have a few people in the car with me, it really hangs.

- (a) Are there modern replacements for '38 rear shocks that will "bolt in"?
- (b) Is there anything that I can do to better the support action of the rear springs short of taking them out and having them "resprung"?
- (c) What about installing air shocks to solve the problem?

Answer: Just in case any new members are not familiar with the differences, while 1937 Buicks have leaf springs at the rear and Delco lever-action shock absorbers on all four wheels, 1938's have coil springs and large tube-type shocks on the rear axle. (Buick has had an all-coil suspension ever since.) The function of shock absorbers is just what the name implies: to dampen and control motion and stabilize the ride. Ordinary shocks, whether lever-action or tube, do not and cannot support the weight of the car. It sounds to us as though your rear springs are broken or have lost their resilience. Crawl under your car with a ruler and measure the distance from the top of the spring at the insulator to the bottom; with a full tank of gas this should be 14 inches. If, as we suspect, the distance is an inch or more less, this is a pretty good indication that the springs are bad. There is no way in which a worn-out coil spring can successfully be rejuvenated. The best course would be to replace the springs, either with new ones or a good used set. There are a few suppliers of made-to-order new coil springs for antique cars. Try National Spring Co., 630 Grand Avenue, Spring Valley, CA 92077 (619/697-3544), or Kanter Auto Products, 76 Monroe St., Boonton, NJ 07005 (201/334-9575), or look through the ads in Hemings. If you buy springs, be sure they are for a 40-series sedan; coupes used springs with different specifications. All 1938 springs will physically fit all 1938 cars, but there are several different variations in specification.

Monroe Magnum 60 #6828 will replace 1938 rear shocks with a little trimming of the rubber brushings.

(CONTINUED)

Air shocks or "coil-over" booster shocks would probably compensate sufficiently for the worn springs, if you can find some that will fit. Ask the Monroe supplier for the air or booster shocks that correspond to the Magnum 60 #6828, and for the dimensions. Since these are larger in diameter than regular shocks, there may not be enough clearance, even if you can find some of the right length. We don't know of anyone who has put air shocks in a 1938 Buick, but in theory it should work.

Question: I own a 1937 81-F and I want to re-do the brake system. My questions are as follows:

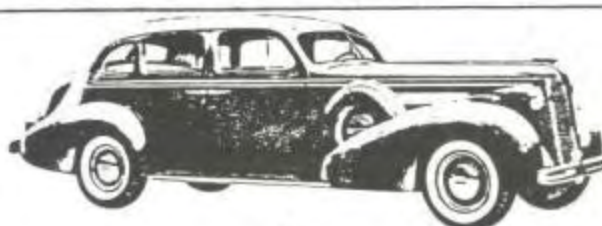
- (a) Do you have modern numbers for front and rear wheel cylinders (EIS, NAPA, etc.)?
- (b) Do you have modern numbers for front and rear wheel cylinder rebuild kits? I bought some recently but the rubber boots were too small. If I get rebuild kits should there be expanders for the springs?
- (c) Where can I get the short hose that comes off the rear of the master cylinder?
- (d) Do you have a modern number for the master cylinder for this car?

For members' information, front brake hoses for this car may be replaced with EIS SP-183.

Answer: So far as we know, there are no modern replacement master cylinders or wheel cylinders that will fit any 1937 or 1938 Buick. What you should do is take your existing cylinders, remove all the fittings, rubber parts, pistons, etc., clean them thoroughly, and send them to White Post Restorations to be sleeved with brass. (White Post Restorations, White Post, Virginia 22663, 703/837-1140.) Wheel cylinders cost \$28 each; master cylinders \$42. If your cylinders are really bad, or seized up, you may need to have them run through a "hot tank" and glass bead machine first. Cylinders that are pitted will leak sooner or later; the brass sleeve solves this problem permanently, and White Post does a beautiful job with quick turn-around.

We do not have modern numbers for rebuild kits for 80 or 90 series cars, but if you take your restored cylinders to the biggest NAPA store in your area, we believe you will be able to find kits that will work. You need kits that will fit a 1½-inch cylinder (front) and 1 3/16-inch cylinder (rear). A good parts counter man should be able to find kits by dimension as well as by part number. We are not sure what you mean by "expanders" but as a general matter kits don't have anything like that in them.

The short hose that runs from the back of the master cylinder on 80 and 90 series cars is very hard to find. We know of no modern replacement. Can any member help with this? Someone who knows what he's doing and has the right tools could probably improvise something out of modern components. This would be a great project for someone.



(CONTINUED)

Question: Was there originally fender welt in the front fenders of 1937 Specials?

Answer: Yes. The welt runs from the rear of the hood opening back to rear of the fender. There is no welt along the hood opening and the forward part of the fender.

Question: After sitting 10 days or so, it appears that the gas drains from my carburetor resulting in hard starting. What causes this?

Answer: This is a typical problem that every '37 and '38 Buick exhibits to at least some degree, and some cranking is usually necessary even if the carburetor is in good condition. [If you think about it, you will realize that many modern cars do not start up right away after a week or more of idleness, either.] For a discussion of carburetor defects that can cause hard starting, see the Dealer Service Bulletin printed in Vol. III, Issue 7, pages 16-19. [That is a 1938 Bulletin but the principles apply equally to 1937.] You will notice that a drop in the float level of 1/8 inch overnight was considered acceptable. Sometimes with age the float chamber becomes permeable and the gas gradually evaporates right through the casting. This can be cured by applying a sealer to the inside of the chamber, but it is probably better to find a non-leaking carb if you have this problem. You might want to consider having your carburetor rebuilt by one of the Buick carburetor experts (see Vol. III, Issue 7, page 11).

The '37-'38 fuel pumps do not put out a great deal of pressure (series 40: 2½ to 3½ lbs.; series 60, 80, 90: 3 to 4½ lbs.) and must of course move gas all the way from the tank by vacuum when the carburetor gas level is low. Some people have added electric fuel pumps back by the tank where they are not visible. Six-volt electric pumps are available: Walbro, Dupree, Autopulse are three I have heard about. I am told that the "adjustable pressure" feature on some of these pumps does not amount to much. The electric pumps may be installed in series with the mechanical pump, but if you connect the electric pump directly to the ignition, so that it runs continuously, be careful to select one with low pressure so as not to overpower the gasket in the mechanical pump filter bowl. A better set-up, to my mind, is to wire the electric pump so that it runs directly off the battery and may be turned on and off with its own switch. That way it may be used only to prime the carburetor and shut off before cranking the engine. An electric pump can push gas right through the mechanical pump, and the mechanical pump should be able to suck gas through the valves in the electric pump even when the latter is shut off. (There is also less fire danger with this set-up.) People who have added electric pumps say that they result in much quicker starts. I would add a universal throw-away plastic filter between the tank and the electric pump.

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37	Emergence brake handel			5.00	
37	Jump seats		(Limited)	50.00	set
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(602) 257-0521



CLUB ROSTER - Part 1

Through the efforts and the kindness of Mike Vosganian (#447) of Woodland Hills, California (and, I believe, of Mrs. Vosganian also) here is the first Club Roster in two or three years. You will note it is arranged alphabetically by name, with supplemental lists by state and by year and model. It is as complete and accurate as we could make it, but there are necessarily a few deficiencies. These deficiencies are due primarily to: (1) the failure of some members to list on the application or renewal form the model numbers of their cars (instead, for example, of "41" they wrote "40 series" or "sedan" or "Special" or nothing); (2) other similar lacks of information; (3) the failure of some members to write legibly; or (4) the failure of a few dozen members to fill out the form at all, despite being asked at least twice to do so. Except for members who joined recently and too late for inclusion if your name is not in the Roster it is because you did not take the trouble to fill out the Application. Don't complain, because I will ignore your complaints.

Part 1 of the Roster, an alphabetical list of the members, appears in this issue. Part 2, lists by state and by year and model car or cars owned, will appear in Issue 4. There was just not enough space to do it all at once in a readable type size. If we've made any mistakes, please contact Mike.

NOTE: An asterisk (*) means unspecified, or a lack of information, or, when used with condition, a car undergoing restoration or a predicted future condition.

Ackerman, Calvin #032
98 Meadow View Ln.
Williamsville, NY 14221
(716) 634-4793 home
(716) 631-7156 work
1937-66S-3

Adler, Mike #104
7 Gettysburg Dr.
Englishtown, NJ 07726
(201) 536-1478 home
(212) 558-1395 work
1937-41-9

Alderizio, Robert #157
21 Denver Dr.
New York City, NY 10956
(914) 634-1829 home
1937-41-8

Allen, Gene #165
1011 University
Helena, MT 59601
(406) 443-6475 home
(406) 444-2682 work
1937-46-*

Anderson, Karl F. #047
RT 2 Box 174E
Berryville, VA 22611
(703) 955-1026 home
1937-46C-5

Arbini, Joe #359
111 Ward Ln.
Stamford, CT. 06907
(203) 322-7540 home
(203) 324-3766 work
1937-46C-8 1938-46C-7

Armstrong, Don #205
103 Ferguson St.
Kemptville, Ontario,
Canada K0G1J0
(613) 258-3013 home
1938-4413-8

Ash, Chuck #500
305 9th St NE
Bellevue, IA 50662
(319) 283-1642 home
1938-41-*

Backer, Curt #468
R 3 Box 135
Bayley, MN 56621
(218) 694-2388 home
1937-41-5

Barton, Jerry O. #291
24013 SE 416
Enumclaw, WA 98022
(206) 825-5230 home
1937-46C-8 1937-46-5

Beagle, John #278
GPO Box 3466
Sydney, NW Australia 2001
(02) 929-7773 home
1938-41-8

Beaman, Joseph #262
308 Garrison Dr.
Albemarle, NC 28001
(704) 982-6092 home
1937-41-7

Bellon, Dave #002
39-23 27 St.
Long Island City, NY 11101
(718) 786-8973 home
(718) 786-8977 work
1937-47-10

Bennett, Guy #161
308 Granger Rd.
Wayland, NY 14572
(716) 728-2690 home
(716) 728-2260 work
1937-46C-10 1937-44-2
1937-47-3

Berdan, Bob #368
7300 SW 167th Pl.
Aloha, OR 97007

Betka, Harold #414
14440 Jody Ln.
Wadsworth, IL 60083
(312) 244-7151 home
(312) 937-5246 work
1938-41-*

Bieber, Joe #431
26078 Merrill St.
Elk, IN 46514
(219) 264-0457 home
1937-41-8

Botham, Lloyd #337
Box 911
Almonte, Ontario, Canada
K0A1R0
(613) 256-1188 home
(613) 560-5502 work
1938-46C-8

Bowerman, Joyce #531
168 W. Adams Rd. R#4
Bronson, MI 49828
(517) 238-4056 home
1938-46S-5

Boyd, Bert #420
16 Woodland Pl.
Fort Smith, AR 72904
(501) 782-5226 home
1938-40*-8 1938-30*-8

Bower, James #435
2714 Burwell Dr.
Toledo, OH 43609
(419) 385-6965 home
(419) 389-9121 work
1938-41-5

Brakke, Landy #455
9635 E. Ave H
Lancaster, CA 93535
(805) 946-1107 home
(805) 946-2978 work
1937-81-*

Breen, John J. #533
20 Coburn Rd.
Manchester, CT 06040
(203) 649-0556 home
(203) 486-4221 work
1937-80*-6

Brooks, Alvin Jr. #223
10803 Shingle Oak Rd.
Richmond, VA 23237
(804) 748-5169 home
(804) 275-1457 work
1938-41-5

Burnett, Conrad P. #434
510 Lost Acre Ln.
Great Falls, VA 22066
(703) 430-0389 home
(703) 478-0900 work
1937-61-*

Buteau, Richard N. #015
25 Royal Crest
Los Alamos, NM 87544
(505) 662-5376 home
(505) 667-2315 work

Byerley, O. E. #518
1616 Landa St.
Los Angeles, CA 90026
(213) 662-8789 home
1937-47-7

Bylawa, David A. #117
7747 Siden Dr.
Hanover, MD 21076
(301) 551-7236 home
1938-66C-5

Calvert, Ed #454
8844 Ardendale
San Gabriel, CA 91775
(818) 286-3053 home
(818) 579-4395 work
1938-44-5

Campbell, James Jr. #134
12138 Forest Meadows Dr.
Perry, MI 48872
(517) 675-7150 home
(313) 236-0337 work
1937-41-8 1938-41-8
1938-41-6

Cary, William F. #475
1104 Clinton St.
Rome, NY 13440
(315) 336-7623 home
(315) 793-2304 work
1937-41-1

CasaBianca, Art #542
4803 PomPomito Pl.
Annandale, VA 22003
(703) 354-3841 home
(202) 566-1390 work

Castelli, Bob #530
18482 Comstock
Livonia, MI 48152
(313) 478-6123 home
(313) 525-7900 work
1938-41-8

Cavanaugh, Ray #103
17608 Kingsbury St.
Granada Hills, CA 91344
(818) 368-8037 home
(805) 257-4060 work
1937-91-5

Childs, J.B. Jr. #022
P.O. Box 2536
Hyattsville, MD 20784
(301) 772-3652 home
(301) 231-1767 work
1938-60C-3

ChuPpa, John #195
8943 Falls Ln.
Broadview Hts., OH 44147
1938-46S-8

Cimarosti, Raymond #512
14345 Colpaert
Warren, MI 48093
(313) 293-3549 home
1938-41-7

Cooke, Daniel N. #548
29 Davenport Ct.
Lynnfield, MA 01940
(617) 334-4806 home
(617) 245-8011 work
1938-41*-2

Corliss, Jack #279
5942 Hersholt Ave.
Lakewood, CA 90712
(213) 925-3294 home
(213) 263-7391 work
1937-21-+ 1937-21F-*

Corawell, Thomas #293
858 Burnham Ave.
Calumet City, IL 60409
(312) 868-2734 home
(312) 862-3737 work
1938-41-8

Coulter, Robert M. #340
7520 Beluga Cir.
Anchorage, AK 99504
(907) 338-4700 home
(907) 274-0542 work
1937-46-4

Cranford, George #202
7114 Riverdale Rd.
Lanham, MD 20706
(301) 577-4775 home
(301) 927-5284 work
1938-90-8

Croll, Douglas #445
2989 Greenview Dr.
Castro Valley, CA 94546
(415) 582-1199 home
1937-41-*

Cudmore, Ron #460
6211 Bee Ave.
Aroun, CA 91301
(818) 706-0658 home
(818) 886-3900 work

Culp, Paul B. #508
RR #2, Box 411
Perkasie, PA 18944
(215) 249-3166 home
(215) 249-9163 work
1937-68-7 1938-61-3

Cusano, Dr. Paul #052
265 Passaic Ave.
Hasbrouck Hts., NJ 0760
(201) 289-1519 home
(201) 471-5256 work
1938-40C-10 1938-46C-8

Dakin, Pat #018
150 Commerce Park Dr.
Dayton, OH 45404
(513) 233-4911 work
1937-41-9

Davies, Dodwell #444
P.O. Box 165
Bridgetown, W.Aust. 6255
097-611061 home
1937-81-5 1938-41-9

Dawson, Russell #504
2426 Eaton Ln.
Orlando, FL 32804
(305) 841-8465
1938-46S-*

DeClario, Steven
2 Plumtree Ln.
Commack, NY 11725
(516) 864-8390 home
(516) 349-8686 work
1938-41-8

Dennis, H. L. #495
RD #1 B 22
Fleming, OH 45729
(614) 374-6777 home
1937-40*-5

DePouli, Ed #310
119 Hardenburgh Ave.
Demarest, NJ 07627
(201) 767-3160 home
(201) 628-3468 work
1938-80C-5 1938-81-9

DerMardenosian, R. #260
125 Strasser Ave.
Westwood, MA 02090
(617) 326-4306 home
(617) 933-9844 work

DiPasquale, Peter #352
375 Van Beekum Pl.
+ Wyckoff, NJ 07481
(201) 891-4829 home
(201) 822-1300 work
1938-80*-9

DiPietro, Joseph Jr. #550
301 S. Rolling Rd.
Springfield, PA 19064
(215) 544-2242 home

Doucette, Ed #220
PSC #1 Box 4738
APO San Francisco, CA 96286
1938-41X-*

Eagleson, Michael #397
73 Douglas Rd.
Glen Ridge, NJ 07028
(201) 748-3216 home
(201) 783-1712 work
1937-80C-1

Elliot, W.H. Jr. #412
6541 Raeford Rd.
Fayetteville, NC 28304
(919) 488-1009 home
(919) 864-1082 work
1938-60*-9

Evans, John W. #142
Community Motors Inc.
P.O. Box 2157
Hammond, LA 70404
(504) 542-8286 home
(504) 345-0401 work
1937-41-9 1938-80*-6

Farano, Rocky #276
27 Cochran Ave.
Dobbs Ferry, NY 10522
(914) 693-3928 home
(914) 940-4550 work
1938-66S-8

Faucett, John R. #242
18630 Nadol Dr.
Southfield, MI 48075
(313) 569-7170 home
(313) 322-0965 work
1938-61-5 1938-67-5
1938-81-5

Feil, Norman #271
550 West Hall Rd.
Merritt Island, FL 32953
(305) 453-4014 home
1937-40C-7
1938-40C-7

Fernis, Patrick C. #463
39337 Logan Dr.
Fremont, CA 94538
(415) 797-3984 home
1938-41-8

Flack, Jim #449
13070 Alta Lane So.
Los Altos Hills, CA 94022
(415) 941-0603 home
(408) 737-2000 32448 work
1937-46-7

GaPoff, Dr. Neal #526
4984 Ranch Rd.
Tiburon, CA 94920
(415) 435-0486 home
(415) 524-2225 work
1937-80 TownCar-8

Geer, Jess #133
RFD Box 85
New Liberty, IA 52762
(319) 843-3375 home
1938-46C-*

Geier, Thomas #185
74-20 46th Ave.
Elmhurst, NY 11373
(718) 424-5536 home
1938-40*-5

Gentile, Tom #130
26 Wilkenda Ave.
Waterbury, CT 06708
1937-81F-6 1937-41-6

Gerberick, George #136
231 Morris
West Covina, CA 91790
(818) 962-7444 home
(714) 540-2068 work
1937-66-5

Gilmer, E.S. #472
Box 428
Toccoa, GA 30577
(404) 886-3806 home
(404) 886-8447 work
1938-44-*

Giordano, Joe S. #333
131 N. Stewart Rd.
Liberty, MO 64068
(816) 781-5570 home
1938-66C-7 1938-61-7

Glass, H. J. #111
281 S. Pennsylvania St.
Denver, CO 80209
(303) 759-5392 home
(303) 744-7240 work
1937-68-3 1938-47-9

Goldblatt, Abe #535
111 Colony Dr.
Hamden, MA 01036
(413) 566-5558 home
1938-40C-8

Goodman, James E. #477
10354 Mud Lake Rd.
Interlochen, MI 49643
(616) 275-7107 home
1938-40*-7

Gordon, Jonathan #204
1007 Beaver Rd.
Sewickley, PA 15143
(412) 741-7333 home
1937-67-8

Greek, David #462
1262 State Ave.
Cincinnati, OH 45204
(513) 231-0131 home
(513) 921-1075 work
1938-90-7

Gust, Don #043
R1 Box 161
Beecher, IL 60401
(312) 946-2856 home
1938-66S-9

Haas, Frank M. #072
318 E. Jefferson St.
Morris, IL 60450
(815) 942-2215 home
1937-41-3

Haagland, James #299
P.O. Box 118
Maitland, RS Africa 7405
(021) 585213 home
(021) 537422 work
1938-41-9 1938-46C-5
1938-46S-3

Hair, Jimmie #549
P.O. Box 685
Dalton, GA 30720
(404) 278-6970 home
(404) 278-6854 work
1937-41-*

Hall, Jerry #226
192 Acorn Ln.
Libertyville, IL 60048
(312) 680-9528 home
1937-68-*

Hamilton, Brian #394
P.O. Box 914
Seahurst, WA 98062
(206) 242-2868 home
1938-41-8

Harris, James B. #213
2808 25th St.
Lubbock, TX 79410
(806) 797-6377 home
(806) 797-4861 work
1938-41-5

Hoffman, Clarence #546
3015 Chatham
Cleveland, OH 44113
(216) 281-8343 home
1938-66S-8

Holl, Don #529
1206 Salisbury Pl.
Madison, WI 53711
(608) 271-2624 home
1937-41-5

Hollar, Richard #510
340 North Bend Rd.
Baltimore, MD 21229
(301) 747-0661 home
(301) 770-4000 work
1938-46S-3

Holt, John E. #541
6982 Brayton Ave.
Citrus Heights, CA 95621
(916) 966-5032 home
1937-90L-3

Hopley, John #044
512 Roney Rd.
Bow, WA 98232
(206) 766-6225 home
(206) 676-6200 X280 work

Hosanna, William #496
1244 Green St.
San Francisco, CA 94109
(415) 776-7275 home
(415) 839-4302 work
1938-40*-4

Howell, James D. #537
4430 S. Rachel Ln.
New Berlin, WI 53151
(414) 786-1820 home
1937-46S-7

Howitt, Robert B. #028
Rt. 4, Box 575
South Boston, VA 24592
(804) 575-7398 home
1937-41-7

Huber, Mortimer #190
404 Vine Ave.
Park Ridge, IL 60068
(312) 698-3276 home
(312) 236-1600 work
1938-66C-10

Huegel, Kenneth #325
11 Albion Ct.
Rockland, MA 02370
(617) 878-4980 home
(617) 723-0800 X552/553 wc
1937-41-*

Jackson, Dennis C. #505
18622 Spaulding Ave.
Santa Ana, CA 92705
(714) 997-9758 home
1938-40*-5

Jacobson, Bernard #001
4302 Amherst Ln.
Rockford, IL 61109
(815) 398-9375 home
(815) 654-1055 work
1938-46S-8

Jekofsky, Charles #524
6307 North Capitol St.
Washington, D.C. 20011
(202) 829-0471 home
(202) 275-2767 work

Jones, Dick & Barb #297
517 Ramona Ave.
Monterey Park, CA 91754
(818) 307-8822 home
1937-91-8

Jones, Ralph #216
P.O. Box 75
Rayland, OH 43943
(614) 859-2246 home
1938-41-8

Karpinski, Dr. Arthur #063
511 Nat. Bank of Auburn
Bldg.
Auburn, NY 13021
(315) 252-6121 home
(315) 252-0936 work
1937-41-7

Kassian, Jay #026
Carpet Gallery
21 E. Clinton St.
Newton, NJ 07860
(201) 383-0814 home
(201) 383-5435 work
1938-41-4

KirkPatrick, Raymond #24
3604 Baker St.
Collegeville, PA 19426
(215) 539-9547 home
(215) 265-2255 work
1938-46S-6

Klavona, A.F. #498
7655 Puddingstone
Chesterland, OH 44026
(216) 729-0122 home
(216) 781-2140 work
1937-47-9

Knoebel, Jonathan #522
6410 Hutton Ave.
San Diego, CA 92139
(619) 479-7488 home
(619) 233-0195 work
1937-91-5

Kubacki, Dr. Thomas #045
239 Valley Dr.
Morrisville, PA 19067
(215) 946-8111 work
1938-61-5

Kuebler, Justa #233
5709 Dunham
Downers Grove, IL 60516
(312) 968-0077 home
1937-47-*

Ladderud, Keith #163
29033 220th Pl. S.E.
Kent, WA 98042
(206) 886-2798 home
(206) 237-0303 work
1937-46-5

Landry, Gerald J. #263
34 Goodhue Ave.
ChicoPee, MA 01020
(413) 592-5088 home
1938-46S-10

Lawson, Ray #016
251 Nottingham
Troy, MI 48068
(313) 879-7327 home
1938-90L-10 1938-90L-6

Lee, Jon #274
121 Bath Rd.
Brunswick, ME 04111
(207) 442-7819 home
(207) 725-8238 work
1938-46C-8 1938-46-6
1938-61-3 1937-81-8

Lent, Aubrey #490
139 Bombay Ave.
North York, Ontario,
Canada M3H1C5
(416) 633-9180 home
1937-4819-6

Lewis, Dave #237
3825 S. Second St.
Springfield, IL 62703
(217) 529-5290 work
1937-41-10

Little, Paul #100
Harnesses Unlimited
P.O. Box 435
Wayne, PA 19087
(215) 688-3448 work

Lockwood, Robert #184
93 Pearsall Pl.
Deer Park, NY 11729
(516) 586-6973 home
(516) 293-3830 work
1937-66S-8 1937-61-8
1937-66C-5 1937-90L-8

Long, Dr. Lawrence #011
925 S. Colorado Bl.
Denver, CO 80222
(303) 771-3355 home
(303) 722-1690 work
1937-66C-*

Lusby, Bob #544
2241 Sylvania Ave.
Knoxville, TN
(615) 573-8708 home
1938-46S-5

MacDonald, Robert #540
163 Main St.
Erie, Ontario, Canada
N0B1T0
(519) 833-9150 home
1938-20-9

Madison, Howard #476
3083 Stadium Ave.
Napa, CA 94558
(707) 257-3240 home
(707) 646-2522 work
1938-41-4

Mont Mahoney, C. #162
3911 Parkview Dr.
Salt Lake City, UT 84124
(801) 277-2859 home
(801) 268-4301 work
1938-50*-4

Malone, James E. #467
4554 Oxford Cir.
Macon, GA 31210
(912) 474-1094 home
(912) 788-8888 work
1937-46-10 1938-46C-7

Malone, Russell #396
3445 Capella Ln.
Alameda, CA 94501
(415) 521-2970 home
1938-46S-2

Mandville, Gary #485
16 Cornwall Hts.
St. John's, Nfld.,
Canada A1E3G7
1938-67-7

Marshall, Marion #082
3707 W. Aster Dr.
Phoenix, AZ 85029
(602) 938-6130 home
1938-46C-6

Marshall, Greg #148
14161 Riverton Cir.
Westminster, CA 92683
(714) 897-4217 home
1937-46S-3

Matley, Lauren #049
24015 138th Ave. S.E.
Kent, WA 98042
(206) 271-2610 home
(206) 246-6600 work
1937-40C-10

McCaslin, Lanny #088
8216 Via De La90
Scottsdale, AZ 85258
(602) 991-0161 home
1937-66S-5 1937-66C-5

McConnell, Ross #484
151 Walby Dr.
Oakville, Ontario,
Canada L6L4C9
(416) 827-5160 home
(416) 625-5392 work
1938-41-8

McCune, Larry #308
4583 Clubhouse Dr.
Lakewood, CA 90712
(213) 420-1209 home

McKeand, James #055
46 Brookdale Ave.
Milford, CT 06460
(203) 877-1902 home
(203) 934-5288 work
1938-41-8

McKee, Joe #433
712 East 18th St.
Cheyenne, WY 82001
(307) 634-6263 home
(307) 777-7769 work
1937-41-6

McLaughlin, Daniel #466
6608 Forty Mile Point
Rogers City, MI 49779
(517) 734-3312 home
(517) 734-3184 work

McMichael, Al #319
424 Temple Ct.
Woodbury Hts., NJ 08097
(609) 845-1631 home
(609) 365-9781 work
1938-61-7

McRoberts, Eric B. #060
3035 N. Chelton Rd.
Colorado Springs, CO 80909
(303) 473-9097 home
(303) 574-1100 work
1937-46-7

Micheletti, Don #250
2023 Menalto Ave.
Menlo Park, CA 94025
(415) 324-0339 home
(415) 361-5419 work
1938-46C-# 1938-81-5

Middleton, Larry #069
8300 Kelly Dr.
Mentor, OH 44060

Minvielle, Randall #502
218 Military East
Benicia, CA 94510
(707) 745-5176 home
1938-60*-6

Misjuns, O.J. #473
1023 Highland Rd.
Newton, PA 18940
(215) 860-8801 home
(215) 824-1555 work
1938-47-9

Monterman, Richard #486
11111 S. StLawrence Ave.
Chicago, IL 60628
(312) 785-9138 home
(312) 332-5885 work
1938-41-5

Montgomery, Ray #081
117 Leonie St.
Lafayette, LA 70506
(318) 984-4679 home
(318) 981-4080 work
1938-46-1

Monti, Peter N. #090
55 Fairfield Ave.
E. Greenwich, RI 02818
(401) 884-1102 home
1938-40*-8 1937-40*-5

Moody, Ed #316
29 Hazel St.
Hollis, NH 03049
(603) 889-4297 home
1938-40*-8

Moore, Doug #158
2335 Sondra Dr.
Coquitlam, B.C.,
Canada V3J6V4
(604) 461-3593 home
(604) 524-5000 work
1938-46S-7

Moore, John E. #264
12150 E. 5th St.
Tucson, AZ 85748
(602) 298-2715 home
(602) 886-6212 work
1937-80C-*

Moorhead, Harvey #031
332 N. Elizabeth
Lombard, IL 60148
(312) 627-7972 home
1938-41-8

Moorman, Patrick #156
10323 W. 93rd Ter.
Overland Park, KS 66214
(913) 888-1309 home
1938-41-7

Morris, Jeff #108
5621 Farms Dr.
Columbus, OH 43213
(614) 866-2302 home
(614) 291-1197 work
1938-41-9 1938-41-1
1938-46S-1

Morris, Larry J. #543
4248 Leonard NW
Grand Rapids, MI 49504
(616) 453-6325 home
(616) 698-9810 work
1937-80*-*

Moser, Keith A. #516
1104 Oakfield Ct.
Roseville, CA 95828
(916) 783-9998 home
(916) 485-5211 work
1937-41-*

Mullenix, John E. #436
1212 S. Michigan Ave.
Hastings, MI 49058
(616) 945-5807 home
1938-61-9

Natale, Tom #188
205 Banks Run
Peachtree City, GA 30269
(404) 487-9583 home
(404) 487-7933 work
1938-41-7

Nelson, Doug #051
761 Hulo Rd.
Salem, OR 97306
(503) 399-0647 home
(503) 364-9657 work
1938-66S-10

Nelson, Marshall #370
1559 Commercial S.E.
Salem, OR 97302
(503) 378-7593 home
1937-80C-10

O'Connor, James J. #534
560 Overlook Dr.
Pittsburgh, PA 15216
(412) 341-0753 home
1937-47-9

O'Leno, Robert #501
2746 Laurel Pass
Los Angeles, CA 90046
(213) 654-0436 home
(213) 651-5080 work
1938-41-8

Olson, William E. #427
842 Mission Hills Ln.
Northampton, OH 43085
(614) 436-7579 home
(614) 687-1440 work
1937-47-7

Parisi, Matt Sr. #442
Box 5
Underhill Ctr, VT 05490
(802) 899-2214 home
1937-46C-9

Parkes, R.E. (Dick) #169
5243 Dallas Dr.
Kamloops, B.C., Canada
V2C4W4
(604) 573-5740 home
(604) 828-3569 work
1938-4419-6

Patterson, Hugh W. #300
611 Locke Ave.
Waterloo, IA 50702
(319) 235-6659 home
(319) 292-8256 work
1938-41-7

Pavlik, Albert #062
1803 Norton Pl.
Steubenville, OH 43952
(614) 282-7197 home
(614) 282-9776 work
1938-46-8

Pease, Robert #527
336 Castle Crest Rd.
Walnut Creek, CA 94595
(415) 933-5766 home
(415) 820-0404 work
1938-41-10 1938-44-8

Peck, Scott #318
1178 Emery St.
Salt Lake City, UT 84104
(801) 972-5718 home
(801) 972-3354 work
1937-41-8

Peterson, Harold #012
102 Grove
Alma, MI 48801
(517) 463-5072 home
1937-66S-8

Pipkin, Bob #076
2516 62nd S.E.
Salem, OR 97301
(503) 363-4712 home
(503) 378-3749 work
1938-67-10

Preslan, Clint #461
17900 Riverside Dr.
Lakewood, OH 44107
(216) 226-6517 home
1937-81-9

Ramsby, Ralph M. #212
2024 Andrews St.
Rockford, IL 61103
(815) 965-7991 home
1938-41-7

Renie, Maurice #413
5911 Cadillac Dr.
Speedway, IN 46224
(317) 244-4978 home
1937-47-4

Reynolds, John #061
21622 Tribune St.
Chatsworth, CA 91311
1938-41-9

Rhyndard, Marvin L. #327
15330 Pinehurst
Lansing, MI 48906
(517) 484-5188 home
(517) 322-1106 work
1938-61-8

Richter, Brad #421
5616 E. Bobolink
Fresno, CA 93727
(209) 255-0121 home
(209) 488-3119 work
1937-81-8

Riddick, Raymond #506
38 Prescott Dr.
Chelmsford, MA 01863
(617) 251-3444 home
(617) 486-2455 work

Roberts, Woodie #346
RT 1 Box 569
Sumiton, AL 35148
(205) 648-5221 home
1938-41-*

Rode, William C. #244
RT 2 Box 10K
EsPaola, WA 99022
(509) 299-3274 home
(509) 458-7396 work
1938-61-2

Root, Jerry #422
71 S. Pollard Dr.
Fulton, NY 13069
(315) 592-4373 home
(315) 349-2804 work
1937-41-8

Ross, Bob #128
12528 Pacino St.
Cerritos, CA 90701
(213) 860-5686 home
(213) 424-8555 work
1937-47-7

Rossi, Steven #520
37 Pauson Tr.
Branford, CT 06405
(203) 481-0533 home
(203) 795-5671 work
1937-41-8

Sauers, John #386
620 Wright Loop
Williamstown, NJ 08094
(609) 629-9702 home
(302) 328-7548 work
(2) 1937-47-5&6
1937-81-6 1937-81F-8
1937-60C-9

Schaffer, Robert Sr. #533
1219 Orchard Ter.
Linden, NJ 07036
(201) 925-3428 home
(201) 241-0700 work
1938-41-9

Schick, Bill #102
11 Jackson St.
Norwalk, OH 44857
(419) 663-1869 home
1937-41-5

Schlueter, Curt #095
18510 Homewood Ave.
Homewood, IL 60438
(312) 798-0663 home
(312) 798-2132 work
1937-41-9

Schock, Ken #536
401 Dallas Dr.
Campbell, CA 95008
(408) 371-3929 home
(408) 867-7820 work
1937-47-8

Schultz, Paul #443
17159 E. Hinsdale Ave.
Aurora, CO 80016
(303) 690-1943 home
(303) 977-6665 work
1937-46C-*

Schwartz, Steve #170
8621 Beekman Dr.
Miramar, FL 33025
(305) 432-3637 home
(305) 785-4944 work
1938-90L-5

Scudder, Michael #437
13631 Larwood Ln.
Houston, TX 77038
(713) 445-0502 home
(713) 229-2923 work
1938-41-8

Seymour, Glenn L. #345
8 Cedar St.
Potsdam, NY 13676
(315) 265-6985 home
1938-90L-*

Shepard, Jack #138
105-164 Kenneth St.
Duncan, B.C., Canada
V9L1N4
(604) 746-4634 work
1937-60C-5 1938-46C-5

Siatta, Dave #511
2516 N. Lotus Ave.
Chicago, IL 60639
(312) 693-3626 home
(312) 294-2000 work
1938-66C-2

Slusser, Eugene #005
RFD 1 Box 121
Concord, NH 03301
(603) 746-3718 home
(603) 224-8321 work
1937-40*-5

Smith, Bryant #419
2530 Poinsettia St.
Santa Ana, CA 92706
(714) 953-1823 home
(714) 261-7377 work
1937-46S-8

Smith, Gene H. #092
1160 5th St.
Manhattan Beach, CA 90266
(213) 379-2847 home
(213) 673-0776 work
1938-46-9

Smith, James B. #465
RT 8 Box 828
Tulsa, OK 74106
(918) 425-6990 home
1937-41-4 1938-41-4

Sommers, Arthur #464
RD-1 Box 514S
Herbertsville Rd.
Bricktown, NJ 08724
(201) 938-2495 home
(201) 477-5979 work
1938-40C-8

Steed, John #132
4082 Rocking Chair Rd.
Greenwood, IN 46142
(317) 888-0876 home
(317) 265-5017 work
1937-66C-3

Stein, Bart #391
Box 268-C Turner Rd.
Morrisonville, NY 12962
(518) 643-9586 home
1937-44-5

Stephenson, Lester #019
6158 Sandra Dr.
E. Petersburg, PA. 17520
(717) 569-3059 home
1938-46-*

Stigler, Ronald #432
22 W. 115 Southcrest Dr.
Downers Grove, IL 60516
(312) 852-6220 home
(312) 353-6822 work
1938-66C-8

Sutton, Herb #004
350 Mesa Rd.
Salinas, CA 93908
(408) 455-1079 home
(408) 754-8297 work
1938-46-2

Sybo, Henry #229
4626 Broadale Rd.
Cleveland, OH 44109
(216) 661-6065 home
(216) 524-8188 work
1937-47-6

Tako, Joseph J. #471
1486 Metzger Rd.
Valley City, OH 44280
(216) 225-4207 home
(216) 687-1016 work
1937-47-*

TerPeluk, Paul #519
202 Chesapeake Ave.
Annapolis, MD 21403
(301) 268-6510 home
1938-41-*

Trombetta, Mike #307
1050 Ala Moana Blvd.
Honolulu, HI 96814
(808) 521-6748 work
1937-81F-9 1938-41-6

Tyler, James K. #227
1727 S. Humboldt
Denver, CO 80210
(303) 777-6073 home
1937-41-9

Tyson, C. E. Jr. #497
3711 Brandwine Dr.
Greensboro, NC 27410
(919) 282-1586 home
1937-41-*

Vaillancourt, Howard #440
145 Williams Dr.
Guilford, CT 06437
(203) 457-0262 home
1938-41-7 1938-66S-*

Vankoten, Charles W. #388
795 Skyway Rd.
San Carlos, CA 94070
(415) 323-2257 home
(415) 595-1300
1937-61-5 1937-61-1
1937-80C-*

Vanyek, Raymond H. #173
10521 S. Hawthorne Bl.
Inglewood, CA 90304
(714) 531-0141 home
(213) 674-6285

Vivian, Bill #174
880 Coral Reef
Riviera, AZ 86442
1937-46C-4

Vosganian, Michael #447
4626 Santa Lucia Dr.
Woodland Hills, CA 91364
(818) 887-7167 home
(818) 881-6603 work
1938-41-8

Wadland, Milton #521
1525 UnionPort Rd.
Parkchester Bronx, NY
10462
(212) 829-4090 home
(212) 294-8503 work
1938-80*-*

Waggoner, Doug #010
251 Kearny St. #309
San Francisco, CA 94108
(415) 232-8879 home
(415) 781-2347 work
1938-44-*

Wall, Edward #547
4282 Country Squire LN.
Fairfax, VA 22032
(703) 425-9852 home
(202) 343-3981 work
1937-61-7

Wallace, Jim #283
16438 Gilmore St.
Van Nuys, CA 91406
(818) 785-7246 home
1937-46S-10

Wassall, James W. #446
1404 NW 196 St.
Seattle, WA 98177
(206) 546-5527 home
(206) 575-5047 work

Watson, Mel #048
2417 N. Shore Rd.
Bellingham, WA 98226
(206) 733-9225 home
1938-66S-7

Weatherly, Ron #404
1425 Hale
Concoran, CA 93212
(209) 992-4298 home
1938-46S-7

Weinstein, Stephen #532
1222 San Carlos Dr.
San Luis Obispo, CA 93401
(805) 544-1726

Whiting, Mick #381
86 Railway Ave.
Garfield, Australia 3814
056-292379 home
056-292274 work
1938-46S-9

Wilbrand, Adolph #056
571 Hearst Ave.
San Francisco, CA 94112

Wildt, Louis #245
4036 McMann Rd.
Cincinnati, OH 45245
(513) 752-1099 home
1938-46C-5

Wilson, Gary L. #403
9617 Southwestern Bl.
Rogers, NY 14006
(716) 549-2597 home
1938-40*-8

Wilson, Richard #539
22 Noble St.
Delaware, OH 43015
(614) 362-1134 home
1937-61-3

Windt, Alex G. #424
RR 2 Box 18
Ossoyoos, B.C. Canada
V0H1V0
(604) 495-2590 home
1937-40*-8

Wingwood, Curtis #459
10119 Kinwood
El Paso, TX 79924
(915) 751-0533 home
1937-90-5

Winhoven, F.H. (Fizz) #405
140 Winhoven Dr.
Coldwater, MI 49036
(517) 238-2475 home
1938-66C-*

Wolford, Doug #168
1120 7th Ave. S.W.
Puyallup, WA 98371
(206) 848-1670 home
(206) 845-8881 work
1937-41-7

Woodring, John H. #448
162 N. Arcadia Park
Lexington, KY 40503
(606) 277-5927 home
(606) 233-5242 work
1938-41-10

Woods, Ron #528
68 Gore St.
Port Macquarie, NSW
Australia 2444
065-831564 work
1937-60*-*

Woolsey, Jim #545
1219 Roosevelt
Escondido, CA 92027
(619) 747-5153 home
1938-60*-*

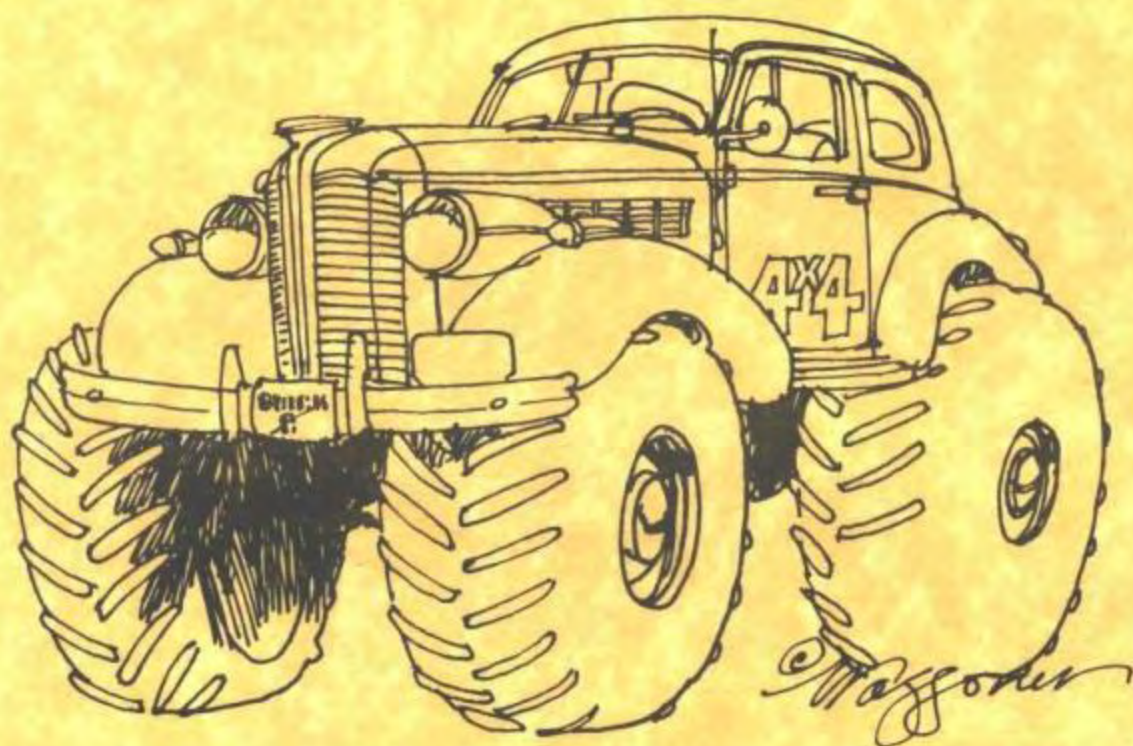
Yokel, Don #075
100 Farin9dale Dr.
Wexford, PA 15090
(412) 935-1436 home
(412) 761-9903 work
1937-46-7

Zimmerman, Martin L. #377
RD 2 Box 180
East Earl, PA 17519
(215) 445-6960 home
(717) 354-4261 work
1937-41-9

Zimmerman, Paul #217
1806 N.W. 38 Dr.
Gainesville, FL 32605
(904) 372-1344 home
(904) 376-0660 work
1938-40*-5



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